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sanitation; but she points out that there are other and permanent difficulties in the way — that women are the unskilled workers, and lack of vital interest in the trade; that many of them are young and do not take their industrial situation seriously; that they have more home interests; that most of them expect to marry, and regard their work as only a temporary employment, which results “in an unwillingness to sacrifice any present for a future good, as is often necessary in the union, or to give time and energy to build up an organization with which they will be identified but a few years.”

Those who have faith that there are large possibilities for women in industry, when the conventional ideas regarding women's work shall have been readjusted, will not be inclined to regard these difficulties as “permanent” in any true sense. It may be suggested here that the largest field of usefulness for such organizations as the Women's Trade Union League lies in attempting to remove these very difficulties. There is no ineradicable reason why women should not be given proper industrial training, and there is abundant testimony to show that they become very efficient workers with such training. Miss Herron points out that women are in industrial life to stay, and if that is true, we must help them to stay self-respectingly — as skilled laborers with a decent wage and an honest, workmanlike attitude toward their work.

On the whole, the monograph is one for which those who are interested in working-women should be grateful. It not only contains interesting and valuable information regarding women as unionists, but it also throws some much-needed light on the difference between women's work and men's work. In certain important industries it contains a short account of the relation of women to the earlier labor movement in the United States, a brief history of women's trade unions in England, and sketches of organizations, like the Women's Trade Union League, which are in sympathy with the movement for the organization of working-women.

EDITH ABBOTT.

THE UNIVERSITY OF CHICAGO.

Municipal Public Works: Their Inception, Construction, and Management. By S. WHINERY. New York: The Macmillan Co., 1903. Pp. vii + 241.

It is a hopeful sign when practical municipal engineers so far recognize the scientific basis of municipal administration as to turn

out such books as this. The work is a straightforward plea for the application of sound scientific and business principles to the department of public works in our cities. The author modestly disclaims having made any original investigations or discoveries. His sole aim is to induce the citizenship to cause public officials to apply to this part of our municipal government the fundamental principles of sound administration, which have long since been accepted by competent students.

Like the physician who writes popular works on sanitation, our author, instead of trying to add to the sum total of knowledge by new discoveries, seeks rather to get our public officials to put into wider practice well-established scientific principles. While, therefore, there is little in the work new to experts, the book must, nevertheless, be regarded as a real and significant contribution toward our municipal betterment. For we have yet to come to a full realization of the fact that he is quite as much a reformer who persuades public officials to put into practice previously established, but neglected, principles, as he who makes significant discoveries of new facts or theories. The world suffers in practice probably more from the failure to live up to known principles than from a failure to discover new truth. In verification of this, witness the tens of thousands of deaths annually, in our great cities, from such perfectly preventable diseases as typhoid fever. This marvelous neglect of all scientific principles by city officials furnishes the occasion for this book.

The work consists of fifteen chapters. It is a temperate, but vigorous, plea for the application of the same principles of honesty and common-sense to this part of our public life as have been applied, and must continue to govern, all successful private enterprises of relatively the same size and importance.

After setting forth the financial and sanitary significance of this part of our public life, our author emphasizes the fact that, while one form of organization may be better than another, intelligence, honesty, and courage in administering a system count for much more than the mere form of organization.

What Mr. Whinery says in regard to direct and contract work and on the maintenance and guaranteeing of public works (especially pavements) will probably have as good an influence as any other part of this wholesome volume. When he comes to deal with more fundamental social and political theories, although he takes a sane, tentative, and conservative position, his statements carry less con-

viction than when he deals with the more practical phases of the subject. This is notably true in the chapters on "Municipal Ownership" and "Quasi Public Corporations and Their Control." These chapters are of great value for the emphasis they lay on the necessity, and the difficulty, of knowing the facts about such works, before we can come to a final, or safe, decision as to the form of ownership. Another matter, on which he places great weight, is the fact that these services, having in fact and in the public mind become monopolies, are therefore removed in large measure from the risks that usually accompany competitive private business. From this it follows that the public is entitled to some share in what otherwise might prove the enormous profits from these monopolies which furnish necessities to the people. This share may come in the shape of improved service, lower charges, or a cash payment to the public treasury, when private companies perform the service. The vagueness of our author referred to above, crops out in treating this point where he says, page 232, in speaking of the opposition to such a cash payment: "There seems no just ground for such an assumption [of the injustice of such payment] so long as the principle of equal taxation is not infringed." The clear implication is that the making of such a payment by a company does not violate the principle of "equal taxation." Those who hold somewhat different theories base their opposition to a cash payment directly on the supposition that, for a city to levy a special burden upon the consumers of gas or water, for the benefit of the public treasury, is a serious violation of the theory of equal and just taxation.

Our author also makes serious inroads on our cherished tradition of home rule, when he advocates the virtual taking of these services out of the hands of the localities and placing them under the power of the legislation, on the plea of the value of uniformity (p. 235). The author, at this point, seems to violate accepted theory by failing to make a clear and necessary distinction between state supervision and state administration.

As to the right of the public to some share in the profits of municipal monopolies, Mr. Whinery follows very closely the doctrine laid down by the Board of Gas and Electric Light Commissioners of Massachusetts (but without any reference to that commission) in regard to the interest of the public in a previously accumulated surplus: namely, that although such a surplus, if legally accumulated, belongs in law to the company, yet the company ought not to be

permitted to distribute it, but, as a condition of their being permitted to continue in business, be compelled to use it as a guarantee fund, to meet extensions and emergencies without increasing the capitalization or price of service.

On the whole the work is to be highly commended. It is well printed and bound and provided with an adequate index.

JOHN H. GRAY.

NORTHWESTERN UNIVERSITY.

A Journey in the Seaboard Slave States. By FREDERICK LAW OLMSTEAD. Originally published in 1856. New Edition, with Biographical Sketch and Introduction. New York: G. P. Putnam's Sons.

An interesting suggestion attends the republication in two attractive volumes of Mr. Frederick Law Olmstead's *A Journey in the Seaboard Slave States*, first issued in 1856. It is that the bitterness of the slavery struggle has died away, and that it is now possible for students to investigate the history and social features of the institution of slavery with minds and hearts entirely free from the rancor and intensity of political feeling heretofore marked. This institution was so important a factor in the life of the American people for such a long period that no one can ever thoroughly understand American history without a comprehension of the influence of the slave power. In like manner, no one can ever understand rightly the industrial and economic history of the southern states without a definite conception of the practical working of slavery itself. These are the considerations which make Mr. Olmstead's book of permanent value. He made a journey through the seaboard states in 1853, writing his observations in a series of articles for the *New York Daily Times*. A second journey gave additional material, and the volume in question was the result of the impressions formed during these two visits to the region described, some statements being modified after conversation and correspondence with gentlemen from the South. An apt comparison has been made between this experience of his and Arthur Young's *Travels in France* just before the Revolution. Mr. Olmstead was a farmer, greatly interested in the treatment of soils, the rotation of crops, the problems of labor, the prices current. His travels took him through the agricultural portions of the country rather than through the cities. To